

Amendment to the Claims:

The listing of claims will replace all prior versions, and listings of claims in the application:

Listing of Claims:

4.1. (Currently Amended) A device for a motor vehicle that affords occupant protection during the impact of energy directed laterally against a motor vehicle door (6) as a result of a collision, the device having a connecting structure (7) comprising at least two parts, a first part and a second part of which the first part (T1) is firmly connected to the motor vehicle door (6) and the second part (T2) is firmly connected to an energy-absorbing area of the motor vehicle body (5) located in the interior of the motor vehicle (4) and the two parts can be brought to enter an active connection via at least one common joining section (F) for selective diversion of at least a part of the impact energy acting laterally on the motor vehicle door (6) into the an area of the body of the motor vehicle (5); and

~~wherein~~ wherein the first and/or second part (T1, T2) undergo, due to energy input to a transformable material, a change in mechanical state ~~in particular in the a~~ form of a change in shape due to which the two parts are made to adjoin and interlock.

2.2. (Currently Amended) The device according to claim 1,

~~wherein~~ wherein the first part (T1) and/or the second part (T2) each have conform-designed joining contours in the joining section (F).

3.3. (Currently Amended) The device according to claim 2, wherein

~~wherein the conform joining contours of both parts (T1, T2) are designed in such a manner that the first part (T1) at least partially encloses or partially enters the second part (T2) in the joining section (F).~~

4. ~~4. (Currently Amended)~~ The device according to ~~one of the claims 1 to 3~~
claim 1,

~~wherein~~ wherein the ~~two~~ parts (T1, T2) are made to adjoin in the joining
section (F) by closing the motor vehicle door ~~(6)~~.

5. ~~5. (Currently Amended)~~ The device according to ~~one of the claims 1 to 4~~
claim 1,

~~wherein~~ wherein the ~~two made to adjoin~~ parts (T1, T2) are interlockable and
unlockable.

6. ~~6. (Currently Amended)~~ The device according to ~~one of the claims 1 to 5~~
claim 1,

~~wherein~~ wherein the transformable material is made of at least one of the
following classes of material: piezo-ceramics, piezo-polymer, electrostrictive
ceramics, electrorheological fluid, polymer gel, magnetorheological fluid, shape-
memory alloy, shape-memory polymer.

7. ~~7. (Currently Amended)~~ The device according to ~~one of the claims 1 to 6~~
claim 1,

~~wherein~~ wherein the first part (T1) and/or the second part (T2) or at least
partial areas of the first and/or second part are made of a transformable material
which undergoes a change in shape directly before and during the impact of energy
directed at the motor vehicle door as a result of a collision ~~in such a manner so~~ that
the two parts enter a ~~firm~~, dissoluble active connection.

8. ~~8. (Currently Amended)~~ A device according to ~~one of the claims 1 to 7~~
claim 1,

~~wherein~~ wherein on or in the motor vehicle, an approach sensory mechanism
is provided, which detects an unavoidable collision situation and generates a signal
by means of which the at least one active element and/or the intelligent structure is
activatable.

9. 9. (Currently Amended) The device according to ~~one of the claims 1 to 8~~
claim 1,

~~wherein~~ wherein the motor vehicle door (6) is a side door and the second
part (T2) is attached in the floor region of the motor vehicle body next to or under the
substructure of the seat.

10. 10. (Currently Amended) The device according to ~~one of the claims 1 to 9~~
claim 1,

~~wherein~~ wherein the change in mechanical state yields an effect which
influences the vibration behavior and/or dampening behavior of the transformable
material.

11. 11. (Currently Amended) The device according to ~~one of the claims 1 to 10~~
claim 1,

~~wherein~~ wherein the energy input to the transformable material is
independent of the crash energy.

12. (New) The device according to claim 2,
wherein the parts are made to adjoin in the joining section by closing the
motor vehicle door.

13. (New) The device according to claim 3,
wherein the parts are made to adjoin in the joining section by closing the
motor vehicle door.

14. (New) The device according to claim 2,
wherein the parts are interlockable and unlockable.

15. (New) The device according to claim 3,
wherein the parts are interlockable and unlockable.

16. (New) The device according to claim 4,
wherein the parts are interlockable and unlockable.

17. (New) The device according to claim 2,
wherein the transformable material is made of at least one of the following
classes of material: piezo-ceramics, piezo-polymer, electrostrictive ceramics,
electrorheological fluid, polymer gel, magnetorheological fluid, shape-memory alloy,
shape-memory polymer.

18. (New) The device according to claim 3,
wherein the transformable material is made of at least one of the following
classes of material: piezo-ceramics, piezo-polymer, electrostrictive ceramics,
electrorheological fluid, polymer gel, magnetorheological fluid, shape-memory alloy,
shape-memory polymer.

19. (New) The device according to claim 4,
wherein the transformable material is made of at least one of the following
classes of material: piezo-ceramics, piezo-polymer, electrostrictive ceramics,
electrorheological fluid, polymer gel, magnetorheological fluid, shape-memory alloy,
shape-memory polymer.

20. (New) The device according to claim 5,
wherein the transformable material is made of at least one of the following
classes of material: piezo-ceramics, piezo-polymer, electrostrictive ceramics,
electrorheological fluid, polymer gel, magnetorheological fluid, shape-memory alloy,
shape-memory polymer.